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NESTLE'S FOOD

IS JUST PURE MILK, WHEAT, SUGAR IN POWDERED FORM.

YOU ONLY ADD WATER AND BOIL FOR A FEW MINUTES.

ALL THE GOOD OF THE MILK HAS BEEN KEPT IN, AND ALL THE DANGERS OF RAW MILK KEPT OUT.



NESTLE'S FOOD

ASK WATSON'S!

CRIME IN PARIS.

WEALTHY MERCHANT'S WIFE ARRESTED.

PARIS, August 4th. After the Landru case and the epidemic of taxi-cab tragedies that has broken out lately Paris is to-day discussing another sensational crime that recalls the famous Gouffé case of many years ago and also the Monte Carlo murder of more recent times. On Monday morning the chauffeur in the service of a wealthy Paris merchant named Bessarabo informed the police that his employer, who had placed 200,000 francs in the bank on Friday, had failed to turn up at a rendezvous he had made for Saturday morning and had not been seen since. He added that Madame Bessarabo on Saturday morning surprised him by stating that her husband had gone away till Monday, and subsequently refusing his own services and taking a taxi-cab in which she and her daughter left for the station, carrying with them a large and heavy trunk.

The chauffeur explained to the police that Bessarabo and his wife were on very bad terms, and that he was afraid something had happened to his employer. Inquiries made by the police showed that Madame Bessarabo and her daughter had left Paris for a villa which they own in the suburb of Montmorency.

Madame Bessarabo informed the police that her husband had been obliged to go away on business and that she had accompanied him on Friday afternoon to the Gare du Nord. Later in the day, she stated, she had, at his request, taken a large trunk containing certain compromising papers and despatched them to Nancy from the Gare de l'Est. Telegrams were sent by the police to Nancy, where a trunk was found lying unclaimed at the station. On being opened this trunk was found to contain the body of a man, since identified as Bessarabo, who appeared to have been strangled.

WIFE'S STORY.

Madame Bessarabo denied all knowledge of the crime and suggested that her husband might have been assassinated after they had parted at the Gare du Nord. According to further statements made by the woman, the dead man, although a naturalized Frenchman, was of Argentine birth and originally bore the name of Weissman. She alleged that he had squandered some seven or eight thousand francs of her marriage portion and had been systematically unfaithful to her. Both Madame Bessarabo and her daughter have been arrested.

CAS MISTERY SOLVED.

Last week the body of a man believed to have been murdered was found in a ditch at Longchamp. The mystery has been solved by the deposition of an Algerian jeweler named Djitali, who informed the police that he had made an appointment in the Rue Royale with a man named Beyer for the purpose of purchasing jewelry from him. Beyer drove up in a taxi, and stated that he had not brought the jewels, but after ascertaining that Djitali had fifty thousand francs upon him, said he would drive to Aubertin to fetch them. The chauffeur, who, it appears, was an accomplice of Beyer's, pretended not to know the way. Beyer accordingly sat beside him, Djitali remaining inside. After the taxi had gone a short distance the door was flung open and another of the gang, named Barret, jumped inside, covering Djitali with a revolver and shouting "Your money or your life."

Djitali managed to thrust the revolver aside, the bullet smashing the glass and passing through Beyer's neck. Then feigning to be mortally hit, the Algerian drew his own revolver and shot Barret dead. Djitali then jumped out to the pavement, injuring himself severely.

The men outside the car thought the result of the firing was that Barret had shot Djitali according to plan. When they reached Aubertin they were horrified to find the body of their accomplice inside. They decided not to tell the police, and drove to Longchamp, where they hid the body in a ditch.

Both Beyer and the driver have now been arrested, Beyer having been tracked by the bandage round his neck. The whole affair took place in the centre of Paris, between the Place de la Concorde and the Avenue de Marigny.

THE EXTRAVAGANCE OF BUREAUCRACY.

HOW THE MONEY GOES.

The Government's White Paper, obviously intended as a reply to the demand for the cutting down of expenditure, attracted immediate attention when issued recently. The Daily News notes (with amazement) that we are spending £14,548,850 more this year on the Ministry of Munitions than we spent in 1914 on the British Navy. At a moment when it was faced with the unbroken might of the German Navy.

We are spending £2,250,333 more this year on the Ministry of Shipping than we spent on public education before the war.

We are spending £1,114,473 more on the Ministry of Labour this year than it cost us to run the whole of the Post Office before the war.

We are spending £181,179 more on works and public buildings this year than we spent on old age pensions before the war.

We are spending £205,202 more on the Stationery Office alone this year than it cost us before the war to run the Stationery Office, the Foreign Office, the Colonial Office, and the land and judicial departments combined.

While the Admiralty had a staff of 4,400 to administer the pre-war Navy with a personnel of 14,000, it now has a staff of 13,597, to administer a smaller Navy with a reduced personnel of 125,000.

While the Army to-day is not quite twice the size of the pre-war Army, there are now four employees at the War Office where before the war there was only one. The Ministry of Munitions to-day employs six times as many people as the War Office did before the war.

KEMAL'S NEW MOVE.

THE SENOUSI ARMY.

A correspondent writes to the Morning Post. The recently published report that Mustapha Kemal Pasha has reformed his Nationalist contingents under the name of the Senousi army is not without significance. It may possibly be an eleventh-hour attempt to bolster up an authority which is on the wane by an appeal to a powerful Mohammedan sect which is not afraid to have its differences with the Caliphate. Sayed Mohammed, the founder of the Senousi sect, who was born about 1800, caused considerable stir in orthodox circles by the crusade of reform which he preached in the Saharan regions of Algeria. As his influence increased he became more and more suspect in Cairo and Mecca, and was finally removed by the Turks to the small oasis of Jazirah, in view of his evil influence with the true followers of the Caliph. Under the régime of his son, however, the movement still continued to spread. It extended from Fes to Constantinople, from India to Damascus. In the Hedjaz it became especially powerful. Over and above this, the new Sheikh, El Mahdi, although there is no evidence that he claimed to be the Mahdi, was without doubt so regarded by many of his followers.

That the Senousites were always capable of being transformed into a fighting organization was made apparent during the late war. Arms and ammunition could easily be smuggled into their territory, in spite of the most elaborate precautions. The force of which the Grand Sheikh Sayed Ahmed was the nominal head kept four troops engaged on a wide and difficult front for over a year, and had the Turks succeeded in crowding the Grand Caliph and Senousi would no doubt have succeeded in composing their differences to their mutual satisfaction.

It is hardly surprising that Mustapha Kemal has turned to this mysterious sect with all its latent possibilities. The Senousites, it must be admitted, were handled clumsily by the Sheikh during the war. Sayed Ahmed was not a man capable of dominating a great movement. He never had the personal magnetism of the Mahdi, the influence of Osman Digna, or of Ali Dinar. He was only induced to embark on an Anti-British campaign by the assurances of Nouri Bey, Enver Pasha's half-brother, during his stay in Tripoli. Possibly Mustapha Kemal's "mobilization" of the Senousi army implies some further tampering with the Grand Sheikh, who, it will be remembered, disappeared into the wilds of the Sahara after an unsuccessful raid on Swir in 1917. Kemal is no doubt willing to achieve any movement that will strengthen his position in Asia Minor. We know that last year he sent three emissaries to Bokhara and to the Ardabil district of Persia to further his Pan-Islamic and Pan-Turanian campaign. But these are movements which have lost some of their favour in view of the passive attitude of the Caliphate. An appeal to the Senousi sect—especially if it have any backing from the Grand Sheikh—is well worth trying in spite of its countenance of unorthodoxy. The influence and missionary zeal of the Senousites are still great. They are members of a Moslem secret society stretching all over the Mohammedan world. Its influence in the Hedjaz has probably, in view of recent events in Egypt, been well weighed in the balance by Kemal. It is at any rate a weapon in the hand of a mischief-maker.

ROMANCE OF A WOMAN SPY.

LIZZIE WERTHEIM DIES IN A CRIMINAL ASYLUM.

Scotland-yard has received news of the death of Lizzie Wertheim, the criminal lunatic asylum at Broadmoor.

Behind this bald announcement lies a world of romance. Lizzie Wertheim was one of the most striking figures of the espionage service during the war. She might be described as Germany's chief woman spy in Great Britain. She was the companion and accomplice of Rowland Rowland, who was executed at the Tower in 1916. Wertheim possessed an attractive personality, good taste—in short, all the attributes of the woman spy of romance. She might have succeeded but for fatal inaction.

It was at a little flat in Hammermith that Rowland and Lizzie Wertheim first met. The acquaintance, which was destined to end in the Tower, was the outcome of an introduction by a Dutch spy.

Rowland had been sent to England to learn the secrets of the Grand Fleet. The confidence of British naval officers. Lizzie Wertheim with her attractions was a pawn in the game. Rowland and his woman confederate frequented the most fashionable hotels, and mixed freely with the guests.

Then the woman was sent to Scotland to learn what was passing at Scapa Flow. She lived luxuriously and entertained lavishly. But she was watched, and a minor indiscretion revealed her motive. In her anxiety to acquire information about battleships and destroyers she asked a too pertinent question, which excited suspicion. Then Scotland-yard looked for her, and Wertheim was arrested and brought to London.

Rowland was also picked up. The pair protested their innocence, but Rowland betrayed his mission and identity under severe cross-examination at Scotland-yard. Both were tried at the Old Bailey. Wertheim was sentenced to penal servitude and Rowland was sentenced to death.

Rowland made a complete confession. His end was ignominious, and reflected the cowardice which distinguished his activities in England. He broke down, and had to be carried to the execution block.

INTIMATIONS

WANTED.

A permanent HOME by young American in private family. Box 1447. Care of "Daily Press" Office. [1447]

WANTED.

WANTED position by an experienced Export man who is also well acquainted with Pigeon and General Import. Able to correspond in the most important commercial languages; perfect knowledge of Chinese. Can bring good foreign connections. No objection to outposts. Apply—Box 1355. Care of "Daily Press" Office. [1355]

WANTED.

GODOWN on Hongkong side, preferably located in Kennedy Town to accommodate about 3,000 to 4,000 tons Merchandise. Anyone interested in the leasing of such Godown, kindly reply giving full particulars regarding length of lease, rental, location, etc. to—T.M. Care of "Daily Press" Office. [1448]

TO LET.

FURNISHED HOUSE on Peak to be let for one month or six weeks from 23rd September. Apply—Box No. 1458. Care of "Daily Press" Office. [1458]

TO LET.

TWO STORED HOUSE (4 large and 2 small Rooms, Kitchen, servants' quarters, etc.) in Kowloon. Available from 1st November next. Apply by letter to BUTTERFIELD & SWIRE. [1449]

BRITISH CONCESSION, SHAMKUN-CANTON.

FOR SALE LOT No. 62, immediately behind the Russian Consulate, with an area of 12,645 square feet, measuring 90 x 104 feet, frontage to creek which is adjacent to Western Exit leading to Coast Road, Shamkum, Railway and Grand Trunk Line to Hankow, now in construction. Apply to—HERBERT DENT & CO. [1371]

FOR SALE.

LAND at Kowloon, about 16,945 square feet, in a very desirable position for European dwelling. For full particulars apply to—LINSTEAD & DAVIS, Alexandra Buildings, Hongkong. [1385]

COMPOSITE BARQUE "CHIN PU"

(American Registry)

BOWEN & CO., Auctioneers, MEMBERS, INSTITUTE OF CHARTERED SHIPBROKERS (London)

No. 2, Museum Road, Shanghai.

HAVING been favoured with instructions from the U.S. Marshal for China to sell by public auction within their office on MONDAY, September 27th, at 11 A.M. (unless disposed of privately before that date) the composite barque "Chin Pu" (Late "Baron Ostris") built in Amsterdam, Holland, in 1874, of iron, sheathed with 4" teak wood and sheathed with copper sheathing from keel to above load-line and said to be copper bolted. The vessel will be sold as she lies at the wharves of Shanghai with all faults and errors of description of the vessel if any. These particulars are given as carefully as possible but are not guaranteed to be correct. Length, 189 feet, 9 inches. Beam, 41 feet, 7 inches. Depth of Hold, 25 feet. Registered Tonnage, 1423 tons. Deadweight capacity, 2,600 tons on 22 feet hold. Two decks, wood two-deckers partly laid, 2 steam winches and boiler, accommodation for crew in house on deck, saloon on deck set for master and officers, sail locker and store room under poop, 2 anchors and cables, the vessel having recently been dismantled in a typhoon there only remains the foremast, mizzenmast, jibboom and bowsprit. Inspection can be obtained on application to the Auctioneers. Terms of Payment—Cash immediately on sale of the vessel against transfer with bill of sale to buyers. Vessel to be at buyers' risk immediately the auction and/or private sale is confirmed from that date.

BOWEN & CO., Auctioneers and Shipbrokers.

No. 2, Museum Road, Shanghai.

[1499]

DAIRY FARM NEWS.

SAUSAGES.

Pork Sausages.

Beef.

Liver.

Bolognas.

Brawn.

Made daily.

TO-DAY'S SPECIALITY

Tomato Sausage.

THE DAIRY FARM ICE & COLD STORAGE CO., LTD. [15]

AUCTIONS

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on

WEDNESDAY, THURSDAY & FRIDAY, September 15th, 16th and 17th, 1920, at H.M. Naval Yard, Hongkong, and at Kowloon Naval Depot, commencing each day at 9.30 A.M. with an interval from 12 Noon to 1.30 P.M.

OLD AND SURPLUS.

NAVAL STORES, &c., &c. Comprising—Life Boats (wood and steel), Dingies, Whalers, Digs, Axes, Rice Boilers, Cooking Stoves, Ship Fittings, Iron Bed Mattresses and Fittings, Tables, Lamp Stands, Ice Chests, Steel Tanks, Life Rafts, Electric Fans, Anchors, Latrines, Porcelain Water Closets, Wood Ladders, Carpets, Blankets, Counterpanes, Electric Cables, Canvas Hooses, Coir Hawser Cordage, Paperstuffs, Canvas Bags, Old India Rubber, Old Leather, Old Iron, Brass Gun Metal and Steel, Coal Sacks, Firewood, Unrusted Steel Boiler Tubes and Boiler Gear, Davits, Iron Blocks, Lamps, Wood Derrick, Navyphones, Searchlights, Steel Oil Casks 25 Gallons, &c., &c. Lots may be inspected on Thursday, September 16th, 1920.

Also.

Sale of Old and Surplus Victualling Stores at Kowloon on Monday, September 20th commencing at 9.30 A.M. and comprising—

BLANKETS, SHAMSHI'S CLOVES, PROVISIONS, &c., &c. As detailed on Catalogue. By Appointment Auctioneers to the Admiralty. [1442]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by Public Auction, on MONDAY, September 20th, 1920, commencing at 9.30 A.M. at the Naval Depot, Kowloon.

OLD AND SURPLUS.

VICTUALLING STORES. Comprising—Blankets, Table Linen, Sheets, Bed Covers, several lots Electro-plate, Hardware, China, Glass, &c., Enamelled and Copper Ware, Remnants, Serge and Duck, Great Coats, Drifles and Winter Clothing, Weighing Machine, Hair Beds, Mattresses, &c. On view SATURDAY, September 18th, from 9 A.M. till Noon. Terms—Cash. By Appointment Auctioneers to the Admiralty. [1443]

A. G. DA ROCHA

AUCTIONEER, SURVEYOR AND

GENERAL BROKER.

Queen's Road Central, Telephone No. 2322.

WEEKLY AUCTIONS.

TUESDAYS—

MISCELLANEOUS GOODS.

THURSDAYS—

VALUABLE HOUSEHOLD FURNITURE.

SATURDAYS—

EXCELLENT HOUSEHOLD FURNITURES.

PUBLIC AUCTION.

or VALUABLE LEASEHOLD PROPERTY

Situate at Kowloon, in the Colony of Hongkong

to be sold in pursuance of an Order of the Supreme Court of Hongkong made in Action No. 98, of 1920. Original Jurisdiction Between The Bank of Canton Limited, Plaintiffs and Samuel Ebenezer Green trading as Banker & Co., Defendant.

On MONDAY,

the 27th day of September, 1920, at 3 o'clock in the afternoon by

Messrs. LAMBERT BROS.

Auctioneers

at their Auction Room, 200 Duddell Street, Victoria, Hongkong.

The property consists of—ALL THAT piece or parcel of ground situate in the Dependency of Kowloon and Colony of Hongkong and known and registered in the Land Office as Section H of Kowloon Island Lot No. 410, together with the messuage erected thereon known as No. 15, Hankow Road, Kowloon. Term 7 years from 24th June 1892, created by a Crown Lease dated the 11th November 1892.

Proportion of Annual Crown rent \$20.12 Area 3.04 Square feet.

For further particulars and conditions of sale apply to—

Messrs. JOHNSON STOKES & MASTER.

Princes Building,

107, Queen Street.

Solicitors for the Vendor.

or to

Messrs. LAMBERT BROS.

The Auctioneers.

Hongkong, September, 10th 1920. [1463]

ON SALE

BOUND VOLUMES of the HONGKONG WEEKLY PRESS, January to June, 1920.

With Index, Price \$7.50.

On sale at the HONGKONG DAILY PRESS Office.

TO PARALYSE GOVERNMENT

SINN FEIN PAMPHLETS REVELATIONS.

ITALIAN EARTHQUAKE
DISASTER.

TERROR AND RUIN REIGN IN TUSCANY.

OPERATIONS IN MESOPOTAMIA:

ARABS RELEASE MRS. BUCHANAN.

ELECTRICAL WORKERS' THREAT:

TO STOP LONDON'S TRAFFIC.

LATEST CABLES.

[THROUGH REUTER'S AGENCY.]

ITALIAN EARTHQUAKE.
NIGHTMARE OF DISASTER.

LONDON, September 9th.

Details of the terrible tragedy which has befallen Tuscany now coming in reveal its appalling nature. Covering the area from Spezia to Pisa and eastward as far as Pieve and Pistoia. The upheaval was terrific throughout the 700 famous marble quarries at Carrara where enormous boulders rolled down and destroyed everything. A tragic scene occurred at Marina where a priest was celebrating mass, with numbers around him who were stricken down. The priest continued the service amidst the debris and groans of the wounded. The calamity brought the King of Italy, accompanied only by his A.D.C., to the scene of the disaster. His Majesty personally helped in the rescue work. The scenes are likened to those in Messina in 1908. The whole region is a nightmare of disaster. Hundreds of bodies remain unburied. The small villages suffered the worst. There terror and ruin reign. Roads are obliterated. Here and there, by a miracle, walls remain standing surrounded by ripped houses, pavements piled on each other, intermixed with traces, broken furniture and household treasures.

ITALIAN KING AMONGST THE
SUFFERERS.

LONDON, September 9th.

The King has moved about everywhere comforting the stricken survivors. His Majesty spoke to an aged woman lying on a stretcher sobbing "My little grandson." She told His Majesty that she alone survived. The entire family had been lost, save two grandsons whom His Majesty promised to look after. Her Majesty found that numbers of survivors had not eaten for forty hours and he distributed royal supplies from his motor-car.

ANOTHER SHOCK.

Rome, September 10th.

Numbers were killed in the earthquake. At least the deaths exceed 500 while over 20,000 persons are homeless. One estimate declares that 1,400 persons were killed. The Government is distributing money, and foodstuffs. Doctors and nurses throughout the country are hurrying to the devastated region. The Government has established a special earthquake department and is building tents.

While the King and Queen were at Firenze, another shock occurred.

ANOTHER VIOLENT EARTHQUAKE.

Rome, September 9th.

Another violent earthquake was experienced today in the Province of Reggio, Emilia. The damage was serious in various communes.

LEANING TOWER OF PISA ESCAPES
DAMAGE.

LONDON, September 9th.

The area involved in the earthquake in Italy is 100 miles by 50 miles. The authorities are concentrating on helping many hundreds of wounded and housing thousands of homeless people.

The famous leaning tower at Pisa almost miraculously escaped destruction. It was subjected to frightful oscillation but without the shocks because extensive foundation repairs had just been completed.

ITALIAN LABOUR MENACE
BOLSHEVIST FLAG FLOWN OVER
FACORIES.

LONDON, September 10th.

The grave situation which has arisen in Italy over the seizure of 300 iron factories by the metal workers is now becoming worse. At present 600,000 workers are involved. Negotiations between manufacturers and workers have been interrupted owing to the former's demand for the immediate evacuation of factories. The manufacturers have appealed to the Government which, however, hesitates to order the men to leave the factories, where Bolshevist flags are flying, as it wishes to avoid hostility with the Socialists in Parliament and fears to test the loyalty of the army. Meanwhile the workers are establishing iron discipline within the factories, busily collecting arms and fortifying the works. The Socialist Deputies are now expected to demand the immediate assembly of Parliament to urge Government to requisition the factories and to work them temporarily under State management.

THE MINERS' CLAIMS.
GOVERNMENT'S STANDPOINT
DEFENDED.

LONDON, September 9th.

At to-day's abortive conference between the Government and Miners' Executive Sir Robert Horne deprecated the punctilio of convention which assumed that the side which first asked the other to meet is displayed weakness. He defended the Government standpoint that surplus profits from the export of coal should be put at the exchequer's disposal. He pointed out that Parliament itself had endorsed the Government policy to sell coal in Great Britain at its economic price or at least at what it costs the Government to supply it to the household. No section of the people ought to have the right to strike upon any such issue of common policy. He wanted to say perfectly frankly, that along that road the solution was to be found. As regards the demands for increased wages the Government had come to the conclusion that it made for no good.

AN INDUSTRIAL COURT
PROPOSED.

After pointing out the discrepancies in the claim on which the advance for wages had been based, he urged that the subject be referred to an industrial court and agreed that the anomalous character of the coal wage situation ought to be got rid of. He recognised that many miners found great difficulty in understanding their pay when they got it, owing to numerous and varying items making up the amount. A revised basis of payment would probably produce better results all round. It was generally acknowledged that the coal trade at present was not doing all it could for the country. He did not assign any blame at all to one side for that.

SIR ROBERT HORNE'S VIEWS
REJECTED.

He suggested that Committee of Miners and Coalowners should discuss the wages anomalies.

Mr. Smilie, replying, rejected Sir Robert Horne's views and suggestions, and maintained the attitude that the price reduction of 14s. 6d. was irreparable from the wages claims. After he had expressed the miners' view at length, the Miners' Executive sat specially to consider the point raised. They then intimated to Sir Robert Horne that there was no new proposal in his statement which they considered would lead to a satisfactory settlement of the claims.

CONFERENCE FAILS.

LONDON, September 9th.

The conference between the Miners' Executive and the Minister of Labour from which so much was hoped has failed. Mr. Smilie informed Sir Robert Horne that the Executive was of the opinion that there was no new proposal in his statement which, in their judgment would lead to a satisfactory settlement of the miners' claim.

CONFERENCE FAILS.

The conference then terminated.

STRIKE WILL NOT OCCUR.

LONDON, September 9th.

The general consensus of opinion, revealed in the newspapers, is that while the mining situation is serious, the failure of yesterday's conference was anticipated and there never was any great chance of success. Despite yesterday's failure a number of miners' delegates at Portsmouth are of the opinion that a strike will not occur. The miners' leaders are generally satisfied. Many have recently declared publicly: "Prove our case wrong and we will drop it." But it is pointed out that the refusal of the Industrial Court proposal means that the miners are afraid of the result of the inquiry, and that they depend not upon the equity of their claims, but on the fighting strength of the federation. Meanwhile some quarters revive the question of the possibility of a general election.

THE PREMIER'S APPEAL.

Mr. Lloyd George is appealing to the country on the simple direct issue of Parliamentary Government versus Direct Action, and constitutionalism are confident that such a fight can have but one result. On the other hand it is stated that Mr. Lloyd George does not desire an election before the end of next session. Consequently he will exhaustively explore every alternative, but the miners may ultimately force the Premier's hands on the matter.

ELECTRICAL STRIKE THREAT
LONDON GENERATING STATIONS
INVOLVED.

LONDON, September 10th.

In connection with the electrical trades' dispute, the shop stewards of the London generating stations have decided to give a week's notice to cease work unless the Engineering Employers' Federation withdraws the lock-out notices against the workers in the other electrical occupations.

20,000 WORKERS AFFECTED IN
LONDON.

LONDON, September 11th.

It appears that the electrical trades' strike has undergone a serious development.

Mr. W. B. Stewart, Secretary of the London branch of the Electrical Trades Union, has announced that the Union has notified the electrical undertakings, the tramways, and the railways that members of the Union will be withdrawn on September 15th, if the lock-out notices issued by the Engineering Employers' Federation are not suspended. There are 20,000 workers in the electricity undertakings, tramways and railways in London.

TRADE UNION CONGRESS.
A SIGNIFICANT DECLARATION.

LONDON, September 11th.

The Trade Union Congress at Portsmouth concluded this morning after the result of the election of the Parliamentary Committee was announced. Mr. J. H. Thomas headed the poll with over five million votes, while it is significant that Mr. Smilie, who was not a member of the old committee, was elected with nearly four million votes.

Mr. Thomas, in a striking closing speech, emphasised the need of Trade Union unity in view of the difficulties impending in the next few weeks. He declared they must not allow prejudice or bias to influence their decisions. They were not enemies of their country; they loved their country, but the country could not be made great and happy by the bloodshed of the battlefield, but only by comfort in the cottage home. During the next few weeks every word and action should be thought out. Whilst determined to do justice to their own class, they were equally determined to keep in mind the interests of the whole community (loud cheers).

POLAND AND RUSSIA.

PEACE FOURPBARLESS TO BEGIN
AGAIN.

LONDON, September 11th.

A Moscow wireless message reports that the Russian peace delegates have gone to Riga, the Soviet Government having received all the necessary assurances for the safety of the party. The Polish delegates have already gone. Peace negotiations will, doubtless, begin immediately.

MUNITION SHIPS NOT ALLOWED
THROUGH KIEL CANAL.

BERLIN, September 11th.

A message from Kiel says that the German Government has ordered the canal authorities not to allow munition ships to pass from the North Sea to the Baltic.

According to the *Posenische Zeitung*, the Government, in the interests of neutrality, has rejected the French Government's request to allow a Danish steamer with munitions for Poland to pass through the canal.

POLES AND LITHUANIANS TO
CONFER.

WARSAW, September 11th.

Special agents of the Polish and Lithuanian delegations met at Warsaw to discuss all the Polish-Lithuanian disputes, except in regard to the demarcation line which the Supreme Council laid down on December 12th, 1919.

WRANGEL TO EVACUATE KUBAN
REGION.

LONDON, September 9th.

Interviewed by a Russian newspaper, General Wrangel said that in view of the change in the attitude of the Allied Powers and the victory of the Poles he must concentrate his forces in the north of the Province of Taurida so as to be able to act in the direction of the west. "In consequence of this we are evacuating the Kuban region, where our troops, far from having suffered defeat, have beaten two Red Divisions, taken 6,000 prisoners, captured eight guns and increased their effective forces two and a half times."

COMMUNIST FRICTION AT
PETROGRAD.

CRITICAL SITUATION DEVELOPED.

HELSINKI, September 9th.

The recent Communist friction at Petrograd has developed into a critical situation and at a meeting of the central committee of Finnish Communists at Petrograd on August 31st, at which the Opposition Group consisting of officers of the Red Army appeared on the scene, an alternative proposal resulting in 10 Finnish Communists being killed and 30 wounded.

GERMANY AND THE PEACE
TREATY.SURRENDERING AND DESTROY-
ING ARMS.

LONDON, September 10th.

Latest official returns show that Germany is surrendering and destroying arms in accordance with the Peace Treaty in an entirely satisfactory manner, especially as regards guns. Twenty-seven thousand of the latter have been surrendered, and at the present rate Germany by November will not possess guns beyond those allowed by the Treaty. Twenty-five thousand machine-guns have been destroyed, out of thirty thousand remain, while thirteen millions of five shells and fourteen hundred thousand rounds of small arms ammunition have been destroyed, but the number still remain. The German Government is endeavouring to get the large numbers of rifles kept by the hidden in various parts of the country, but the Reparations Commission realises the difficulties of the authorities in this connection. One hundred and thirty million rounds of small arms ammunition have been destroyed, but the number still remain. The German Government is endeavouring to get the large numbers of rifles kept by the hidden in various parts of the country, but the Reparations Commission realises the difficulties of the authorities in this connection.

TROUBLED IRELAND.
AVOWED PURPOSES OF THE
SINN FEINERS.

LONDON, September 9th.

A captured copy of the official organ of the Irish Volunteers provides an illuminating insight into the avowed purposes of the present Sinn Fein campaign and murders. The paper declares to-day that the first line of the enemy, the chief instrument of the executive power, has broken down and has ceased to be effective. The Irish Constabulary have been driven from their outposts. Nearly 500 of their strongholds have been evacuated and destroyed. They are forced to concentrate only in certain strong centres where, in some parts of the country, they are in a position of a beleaguered garrison. They are no longer effective for the purpose for which they were intended, namely, the maintenance of ordinary and civil law and order upon which every civilisation depends.

SPECIAL CONSTABLES FOR ULSTER

It is stated that Mr. Bonar Law favours the proposals recently submitted by Ulster Unionists, by which, failing adequate military protection for the Loyalists, a force of special constables should be organised, armed by the Government to assist the military in Ulster.

It is further stated that the Cabinet's decision on the proposal will be made during the week-end.

EARLIER CABLES.

LORD MAYOR SUDDENLY BECOMES
WEAKER.

LONDON, September 9th.

It is stated that the Mayor of Cork has suddenly weakened and is in continuous pain. The doctor declares that only his extraordinary vitality is keeping him alive. Visitors are forbidden to converse with the patient.

UNCONDITIONAL RELEASE
IMPOSSIBLE.

Mr. Lloyd George yesterday, in an interview, declared that unconditional release was impossible. The Government held proof that the so-called Republican Army, and in particular the Brigade of which Mr. MacSwiney was Brigadier, was actively concerned in Police murders, eighty Police having been due to death.

Meanwhile, Sinn Fein has not replied to Mr. Lloyd George's offer of release conditional on the murders ceasing.

CABINET FACED WITH TWO
ALTERNATIVE SITUATIONS.

The Premier has pointed out that the Cabinet is faced with two alternatives in its Irish policy—either handing over the south to the Republican Army and leaving Ulster men to fight without intervention, or to protect the men who are defending the flag.

MORE POLICEMEN MURDERED.

LONDON, September 9th.

The terrible total of policemen murdered in Ireland was increased to-day, when two were shot dead and one seriously wounded at Tullow and one shot dead at Galway railway station. The latter's companions returned the fire and killed three of the assailants.

SINN FEIN M.P. ARRESTED.

The military are active both in Dublin and Londonderry and have effected several arrests and seized a considerable number of rifles and ammunition, also seditious literature. Amongst those arrested is the Sinn Fein M.P., Mr. Callaghan, who was wounded when resisting arrest.

LATEST CABLES.

AUSTRALIAN GOVERNMENT'S
DEFENCE POLICY.STATED BY THE PRIME
MINISTER.

MELBOURNE, September 10th.

In the House of Representatives, Mr. Hughes, the Prime Minister, made a statement in regard to the Government's defence policy. He declared that the most vital part of the Australian policy was the preservation of Australia for Europeans and Australia's responsibility had been increased by membership in the League of Nations. After references to the population, numbering 750 millions to the north and north-west of Australia, he said that the defence of the new territories in the Pacific was a serious problem. "It was obvious that national safety required Australia to take a serious share in the naval responsibilities of the Empire. Money would be provided to remedy the deficiencies in heavy artillery and ammunition, also for light guns. The training of 10,000 boys yearly, on reaching the age of 18 years, would be resumed. Battleships were still the mainstay of naval defence, but circumstances compelled the Commonwealth at present to depend on light cruisers and smaller craft. He hoped for an imperial naval scheme in which all the dominions would co-operate. An Air Force was being established under the control of a Board on which the Navy and Army were represented. Six hundred thousand sterling would be allotted for aviation, including civil and commercial branches. Civil aviation would be encouraged to the utmost. Naval expenditure included 2,700,000 sterling for transports.

FAR EASTERN CABLE
NEWS.SPECTRE OF FAMINE IN
CHINESE PROVINCES.PARENTS KILLING THEIR
CHILDREN.

[FROM OUR OWN CORRESPONDENT.]

Peking, September 15th.

The famine situation in the provinces of Chihli, Honan and Shantung is more serious than is generally believed. The famine belt extends over an area of ninety thousand square miles, and affects a population of thirty to forty millions. The funds required for adequate relief are conservatively estimated at two hundred million dollars, which are beyond the present powers of the Government.

A Presidential mandate orders the Ministries of Finance and of the Interior to co-operate. The Civil Governors of the affected provinces are establishing rice and grain stores and are selling rice and grain at low prices and are exempting rice and grain from Customs dues. This is, however, insufficient, and foreign diplomats, headed by the American Minister, are organising an International Relief Committee.

Chinese eye-witnesses report that in many villages fathers are poisoning their families with arsenic to save them from starvation. Fleeing families tie their children to trees to prevent their following them. Indescribable horrors are seen on every hand. Girls are being sold as a hundred cash per head.

[THROUGH REUTER'S AGENCY.]

JAPANESE BEER IN ENGLAND.

LONDON, September 11th.

The importation of beer from Japan is increasing. An expert declares that it is a light, cheap and palatable beverage and expects it to become a strong rival of the Lager variety.

M. CLEMENCEAU COMING EAST.

PARIS, September 11th.

The *Intransigeant* states that M. Clemenceau is sailing for Singapore on September 20th on board *La Cordilliere*, after which he will proceed to Calcutta. He is accompanied by Dr. Chohat and hopes to return to France at the end of the year.

LATEST CABLES.

LEGISLATIVE ASSEMBLY OF
INDIA.MR. A. F. WHYTE BECOMES FIRST
PRESIDENT.

Mr. Alexander Frederick Whyte, M.A., has been appointed the First President of the Legislative Assembly shortly to be constituted in India under the Reform Act.

[Mr. Whyte, an M.P. (Lib.) for Perth City, and has been Editor of "New Europe" since April, 1917. He is 37 years of age. He was Special Commissioner on Industrial Insurance in Vienna and Budapest in 1908.]

AMERICAN FAILS TO SWIM
THE CHANNEL.GIVES UP WHEN 24 MILES NEAR
COAST.

LONDON, September 10th.

The American Henry Sullivan, just failed to swim the Channel from Dover, being compelled to give up when within 24 miles of the French Coast after being eighteen hours in the water, owing to severe pains in the stomach.

M. KAMENEFF'S DEPARTURE.

LONDON, September 11th.

M. Kameneff has left for Russia.

THE BRESLAU INCIDENT.

GERMANY PAYS INDEMNITY.

PARIS, September 9th.

A Havas message says:—The German Government has paid 100,000 francs to indemnify the persons for their property looted at the French Consulate at Breslau.

EARLIER CABLES.

GERMAN CHECKS FOR FRANCE.

BERLIN, September 9th.

The French Ambassador has received from the German Government a cheque for 100,000 francs as reparation for the attack on the French Consulate at Breslau.

(Continued on page 6)

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By taking our "ROOSTER BRAND" MACABONT PASTE PILLS, you can keep your health in good condition. These pills are made from the best quality of herbs and are under the most sanitary method, and are easily digested and give you GOOD HEALTH and STRENGTH.

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TJIBODAS	JAVA	18th Sept.	18th Sept.	SHANGHAI
TJIMANOEK	JAVA	20th Sept.	20th Sept.	YOKOHAMA
TJILEBOET	JAPAN	13th Sept.	18th Sept.	JAVA

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"BALEN"	AMSTERDAM & HAMBURG	18th Oct.
"TJIMANOEK"	ROTTERDAM & HAMBURG	21st Oct.
"KANGHAI"	AMSTERDAM & HAMBURG	24th Oct.
"BOREBO"	ROTTERDAM & HAMBURG	27th Oct.
"BORNEO"	AMSTERDAM & HAMBURG	30th Oct.

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THE MYSTERY OF LIFE.

WHAT IT MAY BE HEREAFTER.

Dr. W. M'Donnell delivered his presidential address at a well-attended meeting of the Society for Psychological Research, held in the rooms of the Royal Society of Medicine, Wimpole Street, recently. He said the grounds of the belief of many men of science from the work of the society, in spite of their minds being more or less open to conviction in the society's sphere, was a sense of responsibility towards the public.

Man of science, true afraid that the less display of interest or acquiescence on their part might promote a great outburst of superstition among the public, a relapse into belief in "witchcraft," "necromancy," and black arts generally, with all the moral evils which must accompany the prevalence of such beliefs. He contended, however, that the most important part of the work of the society did not run the risk feared by these scientists.

DIVIDED PERSONALITY.
In regard to cases of nervous disorder there was heightened evidence of the division of the self into two or more parts, each of which seemed to be endowed with the fundamental faculties of mind, emotion, knowing, feeling, and striving, a striving that was partly expressed in the control of bodily movements. His intimate study of these cases of divided personalities had led him to the conclusion that the argument for the unity of the ego was as strong as ever.

The inference to be drawn from the facts was that he, for instance, now addressing them, was only one among several selves or egos, which his organism comprised. He was only the dominant member of a society or association of similar members. This hypothesis was compatible with the view of the life after death of the body—one directly in line with the development which that view had already undergone in the slow process of cultural evolution. He contended that they had to purge their conception of much that had already been put forward, as this hypothesis seemed to represent the purification from the lower elements of which so many seers had spoken.

COMMUNION AFTER DEATH.
It would seem to follow that, just as the life on earth has been lived effectively and fully, only by actively participating in the life of an intimately organized society of like members, so hereafter could one hope to live richly and satisfactorily only by entering into and playing an active part as a member of some other society which would demand faithful co-operation and service. For we were essentially social beings, outside of and apart from such intimate communion ourselves would have no meaning and no value, and perhaps could not be said to live or be happy in any intellectual sense of those words.

THE MYSTERY MAN.

PONZI'S AMAZING SYSTEM.

WASHINGTON, August 14.
Signor Ponzi, the young Boston Italian, who has been paying interest at the rate of 50 per cent. for every forty-five days still remains a mystery and is given more space by the newspapers than even the rival Presidential candidates. Although his affairs have been under investigation by the authorities for the last ten days, they have been unable to discover either fraud in connection with his operations or the secret he claims to possess which makes it possible for him to pay this unheard-of interest and still remain solvent. Whether a genius or a charlatan, the man is an interesting study. During the past week he has paid back, he declares, more than \$200,000, yet he remains untroubled, gay, and calls pleasantly, and with an engaging smile, asserts that after he has paid every penny he owes he will still have millions left, and only regrets that his beneficence to the public should be interfered with by the authorities.

It has been established that Ponzi did not deal on a large scale in international postal reply coupons, from which he claimed his huge profits were derived, because of the premium on the American exchange. With the exception of this negative proof, however, the authorities know as little about his methods as the public at large.

A MASONIC CENSUS.

A census of the membership of some of the English-speaking Masonic jurisdictions throughout the world has been compiled up to 31st December, 1919. The United States of America, besides the grand lodge, is governing 16,322 private lodges, with an aggregate membership of 1,066,808. The largest grand lodge is that of New York, which has jurisdiction over 612 lodges and a membership roll of 230,777, while the smallest is Nevada, with 22 lodges and a membership of 3,078. The United Kingdom comes second with an aggregate of 2,130 lodges and a total membership of 227,745. England contributed 1,448 lodges, with 240,000 members; Scotland, 118 lodges, with 89,745 members; and Australia has 630 lodges with 18,000 members. Austria has 102 private lodges, with a membership of 74,723, while Canada has nine grand lodges, 1,037 private lodges, and 118,112 members.

In some instances, particularly with regard to England and Ireland, the membership figures are approximate. The most of the jurisdictions have submitted the lodge lists, but some have not. In England alone 68 lodges were added to the register between December, 1919, and March, 1920. No second cipher has been taken of the Masonic district grand jurisdictions in England, Wales, India, China, Japan, Eastern Archipelago, Gibraltar, Malta, Africa, and South America. In most of these districts, the lodge lists have not yet been received, and the figures are therefore incomplete.

NOTICES TO CONSIGNEES.

NOTICE TO CONSIGNEES.

SS. "DELIGHT"

FROM SHANTAI.

THE above-mentioned vessel having arrived from the above-mentioned Port, Consignees of cargo are hereby informed that their Cargo is being landed at their risk into the Yantai Godown Co. (at Yantai Godown) and stored at Consignees' risk. All broken, chafed and damaged Goods are to be left in the Godown where they will be examined on 18th instant at 2.15 p.m. All Claims must be presented within a week of the Steamer's arrival, here, after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown and all Goods remaining undelivered after 18th instant will be subject to remark.

No Fire Insurance whatever will be effected. Consignees are requested to send in their Bills of Lading for counter-signature immediately.

FRANK WATERHOUSE & CO.
As Operators U.S. Shipping Board,
1st Floor, Hotel Minerva.
Hongkong, September 8th, 1920. [144]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer

"NANKIN"

Arrived Hongkong, on Sept. 8th, 1920.

FROM ANTWERP, LONDON, GIBRALTAR, MARSEILLES, PORT SAID, ADEN, BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo from Persian Gulf, B. I. S. N. and B. & P. S. N. Co's Steamer. Goods will be loaded here unless instructions have been given to the contrary six hours before arrival of the Steamer. Goods not cleared within 8 days, including date of arrival, will be subject to rent. No Fire Insurance will be effected by us in any case whatever.

Damaged packages must be left in the Godown for examination by the Consignees, and the Company's Surveyors, Messrs. GODDARD & DOVERAN, at 10 a.m. on MONDAY and THURSDAY. All Claims must be presented within ten days of the Steamer's arrival here after which date they cannot be recognized. No Claims will be admitted after the Goods have left the Godown.

MACKINNON, MACKENZIE & CO.
Agents.
Hongkong, September 8th, 1920. [145]

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**THERAPION No. 1
THERAPION No. 2
THERAPION No. 3**

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATION.

SHANGHAI	SWATOW	ESANG	Tues. 14th Sept. 11 Night
HAIPHONG	HAIPHONG	"TUNGSHING"	Wed. 15th Sept. Noon
MANILA	MANILA	"LOKSANG"	Wed. 15th Sept. 8 a.m.
STRANIS & CALCUTTA	STRANIS & CALCUTTA	"WINGSANG"	Wed. 15th Sept. 2 p.m.
MANILA	MANILA	"KUMSANG"	Wed. 15th Sept. 3 p.m.
MANILA	MANILA	"CHAKSANG"	Wed. 15th Sept. 3 p.m.
MANILA	MANILA	"LOONGSANG"	Fri. 17th Sept. 3 p.m.

CALCUTTA LINE.—This Line affords regular sailings to Calcutta, Penang and Singapore, returning from Calcutta steamers proceed via Straits and Hongkong to Japan, occasionally calling at Shanghai. All steamers have excellent passenger accommodation, are fitted with Electric Light and Fans and carry a fully-qualified Surgeon.

SHANGHAI LINE.—Sailings approximately every five days between Canton and Shanghai, sometimes calling at Swatow. Through tickets can be obtained and through Bill of Lading are issued to all Northern and Yangtze Ports via Shanghai.

MANILA LINE.—A weekly service is maintained with Manila by sea with good passenger accommodation sailings from both ports every Friday. Sailings approximately weekly for passengers and cargo, calling at Hallow when convenient.

HAIPHONG LINE.—One sailing per month between Hongkong and Sandakan by a steamer having up-to-date accommodation for passengers and cargo taken on through Bills of Lading for Sandakan, Jesselton, Labuan, Tawau and Labud Daru.

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"GLENFER"	2nd Oct.	2nd Oct.

Vessel	Leaves Hongkong	Discharges
"MY GLENARIFF"	About 24th Sept.	GENOA, LONDON & ROTTERDAM
"CARNARVONSHIRE"	10th Oct.	GENOA & LONDON
"PEMBROKESHIRE"	17th Oct.	GENOA & LONDON

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No. 5, Bays, 4-400

SHIPPING NEWS

ARRIVALS.

September 10th.

Benader, British str., 2,047 tons, Capt. J. H. Cole, from London, with a general cargo.—Gibbs, Livingstone & Co.
Chung Hing, Chinese str., 5,348 tons, Capt. Yamane, from Kobe, with a general cargo.—O.S.K.
Shun Shing, Chinese str., 297 tons, Capt. G. A. de Souza, from Kwong Chow Wan, with a general cargo.—Po On.
Tong Lee, Chinese str., 888 tons, Capt. Mori, from Chefoo, with a general cargo.—Yun Tai Hing.
Just Wah, Chinese str., 888 tons, Capt. Brown, from Swatow, with a general cargo.—Hung Shun.

September 11th.

Banai Maru, Japanese str., 640 tons, Capt. Mase, from Keelung with a cargo of coal.—Kishida.
Onion, British str., 1,358 tons, Captain Parlow, from Shanghai, with a general cargo.—B. & S.
Eastern Union, American str., 5,590 tons, Capt. Brown, from Shanghai, with a general cargo.—Scrutton & Dixon.
Huichang, British str., 1,220 tons, Captain Lovegrove, from Tientsin, with a general cargo.—B. & S.
Hueh Ping, Chinese str., 5,296 tons, Capt. Thorning, from Australia, with a general cargo.—China-Australian Line.
Hydangye, British str., 1,600 tons, Captain Drummond, from Swatow, with a general cargo.—Chin On S.S. Co.

Jaco, American str., 1,621 tons, Capt. Appel, from Colfuta, with a general cargo.—P. M. & Co.
Kansai, British str., 1,143 tons, Capt. Sutor, from Zamboanga, with a cargo of sugar.—B. & S.
Liang Chao, British str., 1,220 tons, Capt. Scott, from Shanghai, with a general cargo.—B. & S.
Summing, British str., 1,750 tons, Captain Wavell, from Canton, with a general cargo.—B. & S.
Sui Fung, British str., 1,945 tons, Captain Gibbs, from Shanghai, with a general cargo.—B. & S.
Zai Sang, British str., 1,504 tons, Captain Parkins, from Manila, with a general cargo.—J. M. & Co.

Tylohu, Dutch str., 1,400 tons, Capt. Weide, from Balikpapan, with a cargo of sugar.—J.C.J.L.
Tamashima Maru, Japanese str., 1,480 tons, Capt. Miyazaki, from Keelung, with a cargo of coal.—M.B.K.
Tung Shing, British str., 1,173 tons, Capt. Bateman, from Shanghai, with a general cargo.—J. M. & Co.
Yangtze Kiang, Chinese str., 401 tons, Capt. A. H. Brown, from Canton, in ballast.—Yuen Cheong Lee.

September 12th.

Benoni, American str., 2,958 tons, Captain Jones, from New York, with a cargo of flour.—Admiral Line.
Cyclops, British str., 3,763 tons, Captain Duxon, from Shanghai, with a general cargo.—B. & S.
Groninger, Dutch str., 1,400 tons, Captain Zalmayke, from Canton, in ballast.—A. P. & Co.
Hock Lee, Portuguese str., 223 tons, Capt. Guereiro, from Swatow, with a general cargo.—Man Wing.
Hui Hong, British str., 1,250 tons, Captain Pasmore, from Swatow, with a general cargo.—Douglas S.S. Co.
Hwyi Shing, British str., 1,306 tons, Capt. Holmwood, from Canton, with a general cargo.—J. M. & Co.
Indus Maru, Japanese str., 3,701 tons, Capt. Yeno, from Moji, with a general cargo.—O.S.K.
Kwai Yang, British str., 1,435 tons, Captain Z. M. Huxey, from Swatow, with a cargo of sugar.—J. M. & Co.

Moorish Prince, British str., 3,768 tons, Capt. Mawson, from New York, with a cargo of case oil.—Shewan Tomes.
Yunnan, British str., 1,205 tons, Captain Turnbull, from Canton, with a general cargo.—B. & S.

PASSENGERS.

DEPARTURES.

Per *s.s. Pushima Maru*, on September 11th:—Mr. and Mrs. O. MacDonald, Miss Sampson, Mr. and Mrs. A. M. L. Soares, Consul-General and Mrs. Keith Chis, Mr. Zenor, Mr. H. E. R. Watson, Mr. Bapista, Mr. F. X. Ovario, Mr. G. W. Chandler, Mr. J. A. B. Bason, Miss K. M. Pereira, Miss A. G. Schofield, Miss J. M. Silva, Mrs. McWilliams, Mr. G. Budget, Mr. and Mrs. Piquet, Mr. W. T. Lyon, Miss Ando, Mr. and Mrs. E. V. M. B. de Souza, Mr. D. V. Malinas, Mr. D. Nielson, Mr. and Mrs. A. T. Silver, Miss W. Edwards, Mr. and Mrs. G. Pricewen, Mr. Wedderburn, Mr. W. Lyons, Mr. C. Hewitt, Miss Volkova, Mrs. S. Jex, Mr. and Mrs. Joseph Marino, Mrs. J. B. Wick, Mrs. J. Jenkins, Mr. and Mrs. Memiro Uanno, Miss Lisa Uanno, Mr. and Mrs. G. Marino, Mr. and Mrs. Dingemans, M. Beni Madhav, Miss Mr. D. Manzon, and Mr. and Mrs. C. H. Newton.

VESSELS EXPECTED.

Achilles, from Shanghai, due the 13th inst.
Empress of Asia, due September 18th.
Kanikawa Maru (Liverpool line), due October 10th.
Kiseno Maru, from London, due September 20th.
Korea Maru, due September 22nd.
Maik Maru, due September 17th.
Wanchow (Blue Funnel line), due Sept. 20th.
Soko Maru (European line), due September 16th.
Stina Maru, from Bombay, due September 19th.
Tsao Maru (Bombay line), from Japan, due September 14th.
Yokohama Maru (European line), due Sept. 15th.

B.I. S.S. "TAKADA" RESCUES A JAPANESE MOTOR BOAT

GRATITUDE OF JAPANESE PASSENGERS.

Messrs. Brown & Co., Agents at Kobe of the British India-Apoor Co., recently received a radio message stating that the Japanese passengers on board the *Takada*, which left Kobe on August 12th for Hongkong and Calcutta, have conveyed their hearty thanks to Captain Huxey for having kindly undertaken to save the Japanese motor boat *Kishu Maru* and crew. The *Kishu Maru* was found in distress 180 miles off Nagasaki on August 12th and the *Takada* towed her back to the nearest safe port at a great sacrifice of time and expense.

PUGET SOUND PORTS AND THE JONES BILL.

At a meeting of shipping men and port officials of the ports of Seattle, Portland, Tacoma and San Francisco, held at Tacoma, a resolution was unanimously adopted favouring the indefinite suspension of Section 28 of the new shipping bill, and with the further provision that at any time the Shipping Board deems fit to put it in operation that at least six months notice be given. Section 28 is the clause giving preferential freight rates on railways for freight to be carried in American ships. Interest in Clause 28 of the Merchant Marine Bill is still a lively subject of discussion in shipping circles on Puget Sound. Mr. A. Medville Dollar, President of the Canadian Robert Dollar Company, is quoted as saying that that the reduction of freight rates by British and Japanese shipping interests is a retaliatory blow at the Jones bill.

SHIPPING MOVEMENTS.

The N.Y.K. *s.s. Sado Maru* (European line) left Singapore for this port on Sept. 10th, and is expected here on Sept. 15th. The N.Y.K. *s.s. Takahama Maru* (European line) left Kobe for this port via Moji and Shanghai on September 10th, and is expected here in September 18th.

The *s.s. Stentor* (Blue Funnel line) left Singapore on the 10th inst., for Hongkong, and is due here on the 16th inst.

The T.K.K. *s.s. Shingo Maru* arrived at (Shanghai) on the morning of the 9th inst., and sailed the same evening for Nagasaki.

WEATHER REPORT.

September 12th at 12.04.—No return from Japanese stations.
 Pressure changes are everywhere slight; the depression has entered the coast to the south of Hainan.

Hongkong rainfall for the 24 hours ending at 10 a.m. to-day, 3.28 inch. Total since January 1st, 85.81 inches against an average of 69.98 inches.

The forecast for the 24 hours ending at noon to-day is as follows:

Direction: (S. & S.E. winds, moderate to strong, with a tendency to rain.)
 Formosa Channel: (The same as above.)
 South coast of China between (The same as above.)
 South coast of China between (The same as above.)
 South coast of China between (The same as above.)

HONGKONG TIDE TABLE.

From September 9th to 16th, 1930.

High Water.		Low Water.	
Day.	Time.	Day.	Time.
Mon. 13	9.10	Tues. 14	10.47
Tues. 14	10.47	Wed. 15	11.33
Wed. 15	11.33	Thurs. 16	11.14
Thurs. 16	11.14	Fri. 17	11.37
Fri. 17	11.37	Satur. 18	10.38
Satur. 18	10.38	Sun. 19	10.38



These are Capsules—superior to Copal, Cubeba, and Infusions—CURE the same diseases as these drugs in

FORTY-EIGHT HOURS without inconvenience.

Each Capsule bears the name.

Paris, 6, rue Vivienne.

Sold by all Chemists.

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DR. LE CLERC'S EXTRACTS

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DODWELL & COMPANY, LTD.

STEAMSHIP SERVICES.

Regular Sailings to

NEW YORK & BOSTON

via Suez or Panama Canal at Owner's Option.
S.S. "EGREMONT CASTLE" on or about 20th Sept.

via Suez
S.S. "MUNCASTER CASTLE" on or about middle Nov.

LLOYD TRIESTINO

For SHANGHAI
S.S. "AFRICA" sailing about 8th October.

For BRINDISI, VENICE & TRIESTE.
 Taking Cargo on through Bills of Lading for LEVANT, BLACK SEA & DANUBE PORTS.

via SINGAPORE, PENANG & COLOMBO
S.S. "HUNGARIA" on or about 2nd October.
S.S. "AFRICA" sailing about 7th November.

Passengers' Luggage can be stored at the Office of the Agents.

NANYO YUSEN KAISHA, Ltd.

(SOUTH SEA MAIL S.S. CO.)
 Regular Service between

JAPAN, HONGKONG & JAVA.
 For JAPAN
S.S. "RIJUN MARU" sailing on or about 24th Sept.
S.S. "SHOKUTO MARU" sailing on or about 10th Oct.
S.S. "BONNEO MARU" sailing on or about 20th Oct.

For JAVA
S.S. "BONNEO MARU" sailing on or about 16th Sept.
S.S. "SAMARANG MARU" sailing on or about 10th Oct.

OCEAN TRANSPORT Co., Ltd.

(TAIYO YAMEN KAISHA)
 Steamship Service Trans-Pacific.
 Also to Australia, Europe, etc.

NATAL LINE OF STEAMERS.

TAKING Cargo on through Bills of Lading for SOUTH AFRICAN PORTS with transhipping at CAPE TOWN.

in connection with the

INDO CHINA STEAM NAVIGATION CO. LTD. AND AFCEA LINES.

For Freight or Passage on any of the above lines apply to—

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 Agents.

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THE EAST ASIATIC CO., LTD.

COPENHAGEN.

M.S. "AUSTRALIEN"

will be loading about the Middle of September for Copenhagen taking cargo on through Bills of Lading to Scandinavian and Baltic destinations at Conference Rates.

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THORESEN & CO.
 AGENTS.

13913

CHINA-AUSTRALIA MAIL S.S. LINE

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"HSIAH PENG" September 15th.

"VICTORIA" October 1st.

For Freight and Passage apply to—

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 Agents.

112, Cross Street, Singapore.

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N. Y. K.

NIPPON YUSEN KAISHA

(JAPANESE MAIL STEAMSHIP CO. LTD.)

SEATTLE & VICTORIA via Manila, Keelung, Shanghai & Japan ports.

Cargo to Overseas Ports via Suez or Panama Canal at Owner's Option.

KATORI MARU Thursday, 20th Sept. at 11 a.m.
TAJIMA MARU Friday, 26th Sept. at 11 a.m.

LONDON & ANTWERP via Singapore, Penang, Colombo, Suez Port Said and Marseilles.

YOKOHAMA MARU Monday, 20th Sept. at Noon.
TAMBA MARU Friday, 1st Oct. at Noon.
MISHIMA MARU Friday, 15th Oct. at Noon.

HAMBURG, LONDON & ROTTERDAM via Suez.
DAKKA MARU Friday, 29th October.

LIVERPOOL & MARSEILLES via Singapore, Colombo, Suez and Port Said.

TOTTORI MARU Tuesday, 24th Sept. at Noon.
WAKASA MARU Friday, 2nd Oct.

MELBOURNE & SYDNEY via Manila, Zamboanga, Thursday Island, Townsville & Brisbane.

TANGO MARU Wednesday, 2nd Sept. at 11 a.m.
NIKKO MARU Wednesday, 30th Oct. at 11 a.m.

NEW YORK via Panama.
CAICUTTA MARU sailing from Kobe 26th September.

SOUTH AMERICAN PORTS via CAPE.
TOBA MARU sailing from Singapore Beginning of Oct.

BOMBAY & COLOMBO via Singapore.
TAJIMA MARU Thursday, 18th September.
YETORU MARU Beginning of October.

Calcutta & Rangoon via Singapore & Penang.

JAPAN PORTS—Nagasaki, Kobe & Yokohama.
NIKKO MARU Saturday, 16th Sept. at 11 a.m.
AKI MARU Saturday, 16th Oct. at 11 a.m.

SHANGHAI, KOBE & YOKOHAMA.
SADO MARU Friday, 17th Sept. at 11 a.m.
SHIN MARU Monday, 30th September.
RIYANO MARU Thursday, 20th Sept. at 11 a.m.

Further information apply to—**NIPPON YUSEN KAISHA.**
 Telephone Nos. 273 & 293. S. YASUDA, Manager.

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CHINA MAIL S.S. CO., LTD.

FREIGHT AND PASSENGERS

"NANKING" "CHINA" "NILE"

15,000 tons 10,200 tons 11,000 tons

SAILINGS FROM HONGKONG FOR

SAN FRANCISCO

via SHANGHAI, JAPAN PORTS AND HONOLULU
"NANKING" Oct. 31st.
"CHINA" Sept. 24th.
"NILE" Nov. 6th.

An unsurpassed high-class passenger service.

C. T. SURRIDGE, Acting Freight and Passenger Agent.
 Prince's Building, 110 House Street.
 Telephone, Passenger Dept. 1924. Telephone, Freight Dept. and Agent 2161.

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NEW YORK DIRECT

Joint Service of the

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO. LTD.)

Sailings from Hongkong

"HONGKONG CITY" via Suez 14th Sept.
"HONGKONG CITY" via Suez 20th Sept.
"CITY OF DUNKER" via Suez 26th Oct.
 * sailing also to Boston

Steamers proceed via Suez Canal or Panama Canal at Owner's option.
 Subject to change without notice.

For freight and particulars apply to—

BUTTERFIELD & SWIRE or **THE BANK LINE LTD.** HONGKONG.
HEISS & CO. HONGKONG AND CANTON.

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FOR BOSTON & OR NEW YORK

PRINCE LINE FAR EAST SERVICE.

For NEW YORK
"CELENO PRINCE" via Panama Canal on or about 10th Oct.

Steamers proceed via Suez Canal or Panama Canal at Owner's option.

For freight and further particulars, apply to—

W. D. TOMES & CO.
 Agents.

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AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES AND AUSTRALIAN PORTS.

Steamers

"ORANGSHA" via Hongkong from Australia 1st Oct.
 via Hongkong from Australia 1st Oct.

Sailings Suez to Australia

This steamer is fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and have superior accommodation with Electric Light throughout and Electric Fans in the State Rooms. All daily necessities for the comfort of the passengers. Cargo booked through to all Australian, New Zealand & Tasmanian Ports. For Freight and passage apply to—**BUTTERFIELD & SWIRE**, Agents. 1421

1421

AMERICAN & ORIENTAL LINE

NEW YORK via Suez

"GENERAL CHURCH" ... 10th Nov.
Subject to change without notice.

ORIENTAL AFRICAN LINE.
INDIAN AFRICAN LINE.

Cargo carried on through Bills of Lading from HONGKONG to BEIRA
NATOLIA RAY, DURBAN (Natal), EAST LONDON, PORT ELIZABETH and
CAPE TOWN direct or with transshipment at CALCUTTA and/or COLOMBO.

For particulars apply to—
THE BANK LINE LTD.
Managing Agent.

"ELLERMAN" LINE.
ELLERMAN & BUCKNALL S.S. CO., LTD.

JAPAN, CHINA AND STRAITS

UNITED KINGDOM AND CONTINENT.

LONDON ... "SWAZI" ... 18th Sept.

Subject to change without notice.

For particulars of sailings shippers are requested to apply to
the undersigned.

or to BAKER & CO., CANTON.

THE BANK LINE LTD.
General Agents.

C. N. C.
CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	Steamer	To	Ball
SHANGHAI & TIENTSIN	"CHENAN"	On 13th Sept.	5 P.M.
AMOI, SHANGHAI & PUKOW	"SUIYANG"	On 14th Sept.	10 A.M.
SWATOW & BANGKOK	"YUNHAI"	On 14th Sept.	Noon
WUHAN, CHONGKING & TIENTSIN	"HUICHOW"	On 14th Sept.	3 P.M.
NEWCHOWANG	"KANSI"	On 15th Sept.	11 P.M.
SHANGHAI	"KANSI"	On 16th Sept.	Noon

SHANGHAI LINE—PASSENGERS, MAILS and CARGO.
Excellent Saloon accommodation. Electric Light and Fans in Saloon and
State-rooms. Regular schedule service between Canton, Hongkong, Shanghai (twice
weekly), and Tientsin (weekly), taking cargo on through Bills of Lading to all
European and Northern China Ports. Passengers are landed in Shanghai, avoiding
the inconvenience of transshipment at Wootung.

BANGKOK LINE—Weekly service to and from Bangkok via Swatow.

For Freight or Passenger apply to—

BUTTERFIELD & SWIRE
Agents.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG AND SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers having good
accommodation for First-Class Passengers Electric Light and Fans in Saloons
and Saloons and Excellent cuisine.

FOR

SWATOW, AMOI AND FOCHOW
AND RETURN.

(Oversteering 5 to 10 Days).

"WAIHONG" ... Capt. W. C. Parsons ... TUESDAY, 14th Sept., at 2 P.M.
"HAIKING" ... Capt. A. H. Stevens ... TUESDAY, 21st Sept., at 2 P.M.

Arrivals and Departures from the Company's Wharf (near Hake) Pier.

For Freight and Passage, apply to—

DOUGLAS LAFRAIK & CO.,
General Managers.

LOS ANGELES PACIFIC NAVIGATION COMPANY

TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board steamers.

HONGKONG

LOS ANGELES, CALIFORNIA, U.S.A.

Due	Arrives	SS. VINTA	Departure	Arrives
SS. VINTA	Oct. 10th	SS. VINTA	Oct. 13th	
SS. WEST HIXTON	Nov. 1st	SS. WEST HIXTON	Nov. 4th	
SS. WEST MONTOP	Dec. 1st	SS. WEST MONTOP	Dec. 1st	

Through Bills of Lading to all U.S. and Canadian Overland Points no Transshipment en route
Shipside connection with the Salt Lake, Santa Fe and Southern Pacific Railroads.
Head Office—Los Angeles, Calif.
Branch Office—Kobe, Shanghai.
Hongkong Office—Pier 11, Canton Road.
Tel. No. 1023.
CHAS. E. RICHARDSON
General Agent for South China.

P. & O. - BRITISH INDIA.

APCAR AND EASTERN &
AUSTRALIAN LINES

(COMPANIES Incorporated in ENGLAND).

MAIL AND PASSENGER SERVICES

STRAITS, JAVA, BURMA, CHYLOM, INDIA, PERSIAN GULF, WEST INDIES,

MAURITIUS, EAST & SOUTH AFRICA, AUSTRALASIA, INCLUDING

NEW ZEALAND & QUEENSLAND PORTS, RED SEA.

EGYPT, EUROPE, ETC.

PENINSULAR & ORIENTAL SAILINGS (South)

SS.	Tons	Homecoming (about)	Destination
"JRYPORE" (Cargo)	7,400	14th Sept.	Marselles, London & Antwerp
"DILWARA"	5,400	17th Sept.	Singapore, Colombo & Bombay
"KHIVA"	9,000	24th Sept.	Marselles, London & Antwerp
"HANKIN"	8,800	28th Oct.	Marselles, London & Antwerp
"KASHGAR"	8,800	28th Oct.	Marselles, London & Antwerp
"ALPORE" (Cargo)	8,800	30th Oct.	Marselles, London & Antwerp

BRITISH INDIA - APCAR SAILINGS (South)

"TANDA" ... 7,000 ... 14th Sept. ... Marselles, London & Antwerp

EASTERN & AUSTRALIAN SAILINGS (South)

SS.	Tons	Homecoming (about)	Destination
"KANOWNA"	7,000	14th Sept.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.
"ST. ALBANS"	4,600	14th Oct.	Sandakan, Thursday Island, Cairns, Townsville, Brisbane, Sydney & Melbourne.

† Op's Sandakan calls Darwin.

SAILINGS TO SHANGHAI & JAPAN

SS.	Tons	Homecoming (about)	Destination
"GREGORY APCAR"	4,600	18th Sept.	Shanghai & Japan.
"ST. ALBANS"	4,600	17th Sept.	Japan direct.
"TORILLA"	5,200	21st Sept.	Shanghai & Japan.
"KASHGAR"	8,800	22nd Sept.	Shanghai & Japan.
"DUNERA"	6,400	2nd Oct.	Shanghai Only

WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.

These Interchangeable Bills of Lading may be used by B.I.S. Company's steamers between
Singapore and Calcutta or Singapore and Madras in lieu of the section of their P. & O.
Tickets Singapore to Calcutta.
All Cables are fitted with Electric Light and Fans.
Steamers and Sailing dates are liable to be cancelled or altered without notice.
Parcels measuring not more than 11ft. x 6ft. x 1ft. will be received at the Company's
Office up to 11 P.M. on the day previous to sailing.

NOTICE TO CONSIGNEES.

Consignees are reminded of the necessity to apply to the Company's Agents
regarding arrival of consignments expected of which they have received documents or
advices.

Any damaged packages must be left in the Godown for examination by the
Company and the Company's Surveyors, Messrs. GORDON & DOUGLAS, at 10 A.M.
on MONDAY and THURSDAY. All Claims must be presented within ten days
of the steamer's arrival here, after which date they cannot be recognized. No Claims
will be admitted after the goods have left the Godown.

For Further Information, Passage Fares, Freight, Handbooks, etc., apply to
MACKENZIE & CO.,
Agents.

44, Des Voeux Road, Canton, HONGKONG.

O. S. K.

OSAKA SHOSHEN KAISHA.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

LONDON, ANTWERP, ROTTERDAM & HAMBURG

Monthly direct service via Singapore and Port Said.

"ATLAS MARU" ... Saturday, 26th Sept.

"ARGON MARU" ... Saturday, 2nd Oct.

BUENOS AIRES, RIO DE JANEIRO, SANTOS,
MAURITIUS, DURBAN and CAPE TOWN

SINGAPORE.

"CANADA MARU" ... Tuesday, 2nd Nov.

BOMBAY & COLOMBO—Regular fortnightly service via Singapore

"GANGES MARU" ... Beginning of October.

SAIGON, BANGKOK & SINGAPORE—Regular Monthly service

"UNNAN MARU" ... Saturday, 2nd Oct.

SYDNEY & MELBOURNE—Monthly service taking cargo to New

Zealand and Pacific Islands.

"KUNAJIRI MARU" ... Monday, 27th Sept.

VICTORIA, VANCOUVER, SEATTLE & TACOMA

Regular fortnightly service on cargo as passenger service via Japan and

taking cargo to OVERLAND POINTS U.S. in connection with Chinese

Mail-steamers and St. Paul Railway.

"ARABIA MARU" ... Monday, 27th Sept.

SAN FRANCISCO & NEW ORLEANS.

New York—Regular monthly service via Japan Ports, San Francisco, Panama

and Colon Ports.

"HONOLULU MARU" ... Monday, 20th Sept.

NEW ORLEANS LINE

"SUMATRA MARU" ... Monday, 6th Nov.

JAPAN PORTS—Mori, Kobe, Yokohama & Yokosuka

"ARABIA MARU" ... Monday, 13th Sept.

KEELUNG via SWATOW & AMOI—These steamers

have excellent accommodation for 1st and 2nd class passengers and will

serve and depart from the O.S.K. wharf near the Harbour Office.

"AMAKUSA MARU" ... Tuesday, 21st Sept.

TAKAO via SWATOW & AMOI.

"KOSHU MARU" ... Thursday, 23rd Sept.

For sailing dates and further particulars, please apply to—

Y. YASUDA, Manager, No. 1, Queen's Building.

Tel. No. 744 & 745.

T. K. K.
TOYO KISEN KAISHA

HONGKONG TO SAN FRANCISCO

VIA SHANGHAI, THE INLAND SEA, JAPAN & HONOLULU.

"THE PATHWAY OF THE SUN."

STEAMERS	Tons	Homecoming (about)	Destination
"PERSEA MARU"	8,000	...	Sept. 17th
"KOROMA MARU"	20,000	...	Sept. 30th
"SEIREN MARU"	20,000	...	Oct. 13th
"TENYO MARU"	22,700	...	Oct. 26th

* Not calling at Shanghai.

SOUTH AMERICAN LINE.
HONGKONG TO VALPARAISOVIA JAPAN, HONOLULU, HILO, SAN FRANCISCO, SAN PEDRO, SALIN,
CRUZ, BALBOA, CALLAO, MOLLEND, ARICA & IQUIQUE.

THROUGH BY TRANS-ANDERSON ROUTE TO BUENOS AIRES.

STEAMERS	Tons	Homecoming (about)	Destination
"SEITO MARU"	14,000	...	Nov. 9th

For full information regarding passengers, freight and sailings, apply to—

Y. TSUTSUMI, Manager,

King's Building, Tel. Nos. 2374 & 2375.

Agents at Canton:

Messrs. T. E. GRIFFITH, LTD.

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MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

SAILINGS FROM HONGKONG SUBJECT TO ALTERATION.

DESTINATION STEAMERS & DEPARTURE SAILING DATES

SHANGHAI, KOBE & YOKOHAMA "PORTON" ... 21,000 ... On or about 4th Oct.

MARSEILLES via SAIGON, COLOMBO, PORT SAUD, SUEZ "ANDRE LEBON" ... 22,000 ... On or about 14th Sept.

"PAUL LECAT" ... 20,000 ... On or about 24th Sept.

ALL STEAMERS FITTED WITH WIRELESS TELEGRAPHY.

For full particulars regarding sailings, etc., apply to—

R. RODENFUSER,

Agent, Queen's Building.

Telephone 740.



TRANS-PACIFIC FREIGHT SERVICE

Operating the following U.S. Shipping Board Steamers.

For SEATTLE, TACOMA, VICTORIA, VANCOUVER

(Calling at Shanghai and Kobe).

"CECILETS" ... About Sept. 26th

"ICIDIUM" ... About Oct. 6th

For PORTLAND direct.

(Calling at Shanghai and Kobe).

"WAWALONA" ... About Sept. 11th

"MONTAGUE" ... About Sept. 16th

For SEATTLE.

Through Bills of Lading issued by United States ports.

For Freight and Passage apply to—

THE ADMIRAL LINE.

Telephone 2477 & 2478.

Fifth Floor, Hotel Mansions.

PACIFIC MAIL S.S. CO.

U.S. MAIL LINE

Operating the new first-class steamers

"ECUADOR," "VENEZUELA" & "COLOMBIA,"

HONGKONG TO SAN FRANCISCO,

VIA SHANGHAI, KOBE, YOKOHAMA & HONOLULU.

THE SUNSHINE BELT.

The most comfortable route to America and Europe.

SAILINGS FROM HONGKONG AT NOON.

U.S. SHIPPING BOARD VESSEL

For SAN FRANCISCO.

HONGKONG-CALCUTTA SERVICE.

Cargo accepted on through Bills of Lading to all points in the United
States and Canada, also through Bills of Lading to Baltimore, Havana, Genoa and
South American ports.
For further information apply to—

PACIFIC MAIL S.S. CO.

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Office Address "BOULEVARD"

Telephone 141.

